

The China Mail.

Established February, 1845.

Vol. XXXVI. No. 5231.

號六十月四年十八百八千一英

HONGKONG, FRIDAY, APRIL 16, 1880.

日八初月三年庚庚

Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 11 & 13, Clement's Lane, Lombard Street, E.C. GEORGE STREET & CO., 80, Cornhill. GORDON & GUTHRIE, Leadenhall Street, E.C. BATES, HENDY & CO., 4, Old Jewry, E.C. SAMUEL DRAKE & CO., 150 & 154, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROBERT, 19, Rue Montevideo, Paris.

NEW YORK:—ANDREW WIND, 188, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GUTHRIE, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—DEAN & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & CO., Singapore. O. HENNINGSEN & CO., Manila.

CHINA:—MAGAZINE, A. A. DE MELLO & CO., Singapore, CAMPBELL & CO., Amoy, WILSON, NICHOLS & CO., Foochow, HEDDERLEY & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALKER, Yokohama, LANE, CRAWFORD & CO.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, £5,000,000. Reserve Fund, £1,500,000.

COURT OF DIRECTORS.

Chairman—The Hon. W. KESWICK.
Deputy Chairman—A. MOLLER, Esq.
ADOLPH ANDER, Esq. H. HOPKINS, Esq.
E. R. BELLING, Esq. F. D. SASSOON, Esq.
H. L. DALRYMPLE, Esq. W. S. YOUNG, Esq.

CHIEF MANAGERS.

Hongkong, THOMAS JACKSON, Esq.
Shanghai, EWEN CAMERON, Esq.
LONDON BANKERS—London and Country Bank.

HONGKONG.

INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.
For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.
Office of the Corporation,
No. 1, Queen's Road East,
Hongkong, March 17, 1880.

COMPTOIR D'ESCOMPTE DE PARIS.

(Incorporated 7th & 18th March, 1842.)

RECOGNISED by the INTERNATIONAL CONVENTION OF 30th APRIL, 1862.

CAPITAL FULLY PAID-UP, £3,200,000. RESERVE FUND, £200,000.

HEAD OFFICE—4, Rue Brochez, PARIS.

AGENCIES AND BRANCHES at: LONDON, BOMBAY, SAN FRANCISCO, CALCUTTA, HANKOW, SHANGHAI, FOOCHEW.

LONDON BANKERS: THE BANK OF ENGLAND. THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

E. G. VOULLEMONT, Manager, Shanghai.
Hongkong, May 20, 1879.

ORIENTAL BANK CORPORATION. (Incorporated by Royal Charter.)

PAID-UP CAPITAL, £1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.
At 3 months' notice 3 1/2 per Annum.
" 6 " " 4 " "
" 12 " " 5 " "
Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT, Acting Manager.
Oriental Bank Corporation, Hongkong, September 4, 1879.

CHARTERED MERCHANT BANK OF INDIA, LONDON & CHINA. (Incorporated by Royal Charter.)

The following Rates of Interest are allowed on Fixed Deposits:—
For 12 months, 5 per cent. per annum.
" 6 " " 4 " "
" 3 " " 3 " "
H. H. NELSON, Manager.
Hongkong, May 31, 1879.

Banks.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £1,000,000. RESERVE FUND, £150,000.

THE BANK OF ENGLAND. THE CITY BANK.

NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.
On Current Accounts, 2 per cent. per annum on the daily balance.
On Fixed Deposits:
For 3 months, 3 per cent. per annum.
" 6 " 4 " "
" 12 " 5 " "

NATIONAL BANK OF INDIA, LIMITED.
Registered in London under the Companies' Act of 1862, on 23rd March, 1866.

Established in Calcutta 29th September, 1863.

SUBSCRIBED CAPITAL, £300,000. PAID-UP CAPITAL, £245,250. RESERVE FUND, £20,000.

HEAD OFFICE:—39A, THEATRELAND STREET, LONDON, E.C.

LONDON BANKERS:—NATIONAL PROVINCIAL BANK OF ENGLAND. NATIONAL BANK OF SCOTLAND.

All descriptions of Banking and Exchange business transacted.
INTEREST ALLOWED ON CURRENT ACCOUNTS at the rate of 2 per cent. per annum on the daily balance; and on FIXED DEPOSITS according to arrangement—the maximum rate being 5 per cent. per annum.

R. H. SANDEMAN, Manager.
Hongkong, November 1, 1879.

Notices of Firms.

NOTICE.

I HAVE THIS DAY Established myself as a MERCHANT, AND COMMISSION AGENT.

HARRY WICKING.
CLUB CHAMBERS, Hongkong, April 2, 1880. my2

NOTICE.

MR. PHILIPP ARNHOLD has been authorized to Sign our Firm for Procuration in HONGKONG and CHINA.

ARNHOLD, KARBBERG & Co.
Hongkong, April 1, 1880. my1

NOTICE.

MR. ROBERT HOWIE and Mr. RONALD GREIG are authorized to Sign our Firm for Procuration from this Date.

DEACON & Co.
Canton, March 31, 1880. my1

NOTICE.

I HAVE THIS DAY Established myself as GENERAL COMMISSION AGENT AND AUCTIONEER in this Colony, at 48, Queen's Road Central, under the Style or Firm of "Ega da Silva & Co."

A. A. ROA DA SILVA.
Hongkong, March 20, 1880. ap20

NOTICE.

MR. N. C. STEVENS is hereby authorized to Sign our Name by Procuration at Amoy, the Power held by Mr. ELWELL CEASING from this Date.

RUSSELL & Co.
China, February 9, 1880. my11

NOTICE.

THE Underigned have been appointed AGENTS to the NEW YORK BOARD OF UNDERWRITERS.

ARNHOLD, KARBBERG & Co.
Hongkong, Sept. 3, 1879. 3e80

NOTICE.

RECORD OF AMERICAN AND FOREIGN SHIPPING.
Agents,
ARNHOLD, KARBBERG & Co.
Hongkong, Sept. 3, 1879. 3e80

For Sale.

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE. Quarts, \$16 per 12 doz. Cases. Pints, \$17 per 12 doz. Cases.

GIBB, LIVINGSTON & Co.
Hongkong, February 2, 1880.

FOR SALE.

THE FURNISHINGS, FIXTURES, STOCK-IN-TRADE and Good-will of the well-known and prosperous Business at present Carried on by Mr. ANDREW WOLFFMAN at

THE BRITISH HOTEL.
Full Particulars will be given on Application.
Hongkong, January 23, 1880.

WASHING BOOKS.

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office.—Price, 1/- each.

CHINA MAIL OFFICE.

For Sale.

LANE, CRAWFORD & CO.

HAVE JUST RECEIVED EX "GLENFALLOCH" AND OTHER LATE ARRIVALS.

PEAR'S TRANSPARENT SOAPS in Tablets and Balls. ESSENCE OF STANGE PERFUMES. SILVER'S TABLE, BRACKET, and Hanging LAMPS (fitted with Stange Burners). DEVORE'S KEROSENE (tested to 150° Fahr.). American Reading LAMPS for Kerosene. REVOLVERS and CARTRIDGES. TELESCOPES and FIELD GLASSES. PORTMANTEAUX and TRAVELLING BAGS, and RUG STRAPS. DESKS and DESPATCH BOXES. GRUBB'S CASE, PAPER, and DEED BOXES. CHINA'S BOX, PAD and D-JOR LOCKS.

TAUCHNITZ and Other NOVELS. WORKS OF REFERENCE. TABLE CUTLERY and PENKNIVES. GLASS and Electro-Plated WARE. CIGARS and Core's "Golden Cloud" TOBACCO. PIPES, CIGAR and Cigarette HOLDERS. WATERPROOF COATS (very light). UMBRELLAS "Automatic Patent." Lawn Tennis BATS and BALLS. FISH HATS & HELMETS, Straw HATS.

Summer HOSIERY. BROADWOOD'S PIANOS for Sale or Hire. Selected Carbon FILTERS. SACCOS'S SHERRY. Sparkling BURGUNDY. Do. HOCK. Do. MOSELLE. Breakfast and Dinner CLARETS. CHAMPAGNE, KOSCHUTZKY. Do. RHEINART.

SAUMUR. BRANDY, WHISKY, GIN and RUM. ALE and STOUT, bottled by FOSTER. COARSE and BLACKWELL'S STORES, French JAMS, &c., &c.

Hongkong, April 1, 1880. my1

For Sale.

KELLY & WALSH

HAVE JUST RECEIVED A QUANTITY OF NEW MULTIPLE COPYING APPARATUS.

From which 100 Good Copies of any writing can be taken from one writing. The system is most simple and by far the most perfect of the many kinds lately offered. To be had in the following sizes:—Large Demy, Foolscap and Post.

Prices, including Ink, Sponge, &c., from \$3.50.
Hongkong, April 7, 1880. ap21

FOR SALE.

A BROADWOOD BOUDOIR GRAND PIANO, in perfect Condition.

Apply to R. LYALL, at Norron & Co., Queen's Road.
Hongkong, March 31, 1880.

Eighth Volume of the "CHINA REVIEW."

Now Ready. No. 4.—Vol. VIII.—OF THE—CHINA REVIEW—CONTAINS—

Translations from the 1st, 2nd, or General Code of Laws of the Chinese Empire. Syllabary of the Hakka Language or Dialect. Fa-Hien and His English Translators. Notes on the Korean Language. Short Notices of New Books and Literary Intelligence.

Correspondence. "New" Cantonese Words. Laborer Customs. Origin of Coffee. A Curious Deception. Grounds in China.

Erata:—Notes on Chinese Grammar. Ancient Geographical Names in Central Asia. Books Wanted, Exchanges, &c.

Hongkong, March 31, 1880.

NOW READY.

PRICE, \$1.50. "COMPARATIVE CHINESE FAMILY LAW," BY E. H. PARKER.

Can be obtained from KELLY & WALSH at Shanghai and Hongkong, at LANE, CRAWFORD & CO., Hongkong, and at the CHINA MAIL OFFICE.

Hongkong, December 6, 1879.

TO BE SOLD OR LET.

A WINE BULL HOUSE on Northern Slope of Mount KELLY.

For Particulars, apply to H. A. WOOLNOUTH, Hongkong Dispensary.
Hongkong, March 13, 1880.

Auctions.

PRELIMINARY ANNOUNCEMENT.

TO BE SOLD as a going Concern, by PUBLIC AUCTION, on a DAY to be hereafter fixed, in the Month of APRIL next, (unless previously disposed of by Private Contract, and subject to withdrawal by the Vendor for any other reason of which due Notice will be given), THE BUSINESS OF ENGINEERS AND SHIPWRIGHTS, lately Carried on by Messrs. J. INGLIS & Co., known as the VICTORIA FOUNDRY, and situate at SPRING GARDENS, Victoria.

Together with all the PLANT, MACHINERY, TRADE FIXTURES and FITTINGS, STAMP LAUNCHES, and STOCK-IN-TRADE, and including the Good-will, and all Existing Contracts and Engagements.

For further Particulars, apply to SHARP, TOLLER & JOHNSON, Solicitors for the Mortgagees.

Supreme Court House, 17th February, 1880.

To Let.

FOREIGN DWELLING HOUSES in the HOLLYWOOD ROAD, containing SIX ROOMS and OUT-HOUSES. Nos. 3 and 9, SEYMOUR TERRACE.

Apply to DAVID SASSOON, SONS & Co. Hongkong, April 7, 1880. ap21

TO LET.

THE HOUSE and GODOWNS situated on Praya Central, Nos. 19/20, at present occupied by Messrs W. D. SPRATT & Co.

Apply to TURNER & Co. Hongkong, April 3, 1880. 4t

VICTORIA PEAK—SUMMER RESIDENCE.

TO LET.—COMMODIOUS BUNGALOW, with Tennis Lawn, Servants' Quarters and Cook house.

Apply to J. G. SMITH & Co., 5, Duddell Street.
Hongkong, March 31, 1880.

TO LET.

ON MARINE LOT NO. 65, FIRST-CLASS GRANITE GODOWNS.

Apply to MEYER & Co. Hongkong, July 25, 1879.

TO LET.

FURNISHED HOUSE in CAINE ROAD.

Apply H. A. WOOLNOUTH, Hongkong Dispensary.
Hongkong, March 25, 1880.

TO LET.

TO BE LET, on Lease for BUILDING, a PLOT OF GROUND, containing about 10,000 Square Feet, at SPRING GARDENS, on Island Lot No. 199, commanding a good view of the harbour.

Apply to BRERETON & WOTTON, Solicitors, 29, Queen's Road.
Hongkong, February 4, 1880.

TO LET.

TWO HOUSES, Nos. 14 and 16, Stanley Street, lately in the occupation of the TEMPERANCE HALL.

Apply to DOUGLAS LAPRAIK & Co. Hongkong, February 7, 1880.

Intimations.

NORTH CHINA INSURANCE COMPANY.

NOTICE TO SHAREHOLDERS.

THE Fourth Ordinary General Meeting of SHAREHOLDERS in this Company will be held at the Head Office, Shanghai, on TUESDAY, the Twentieth Instant, at 2.30 p.m., for presentation of the Report and Accounts for the Half-year ending 31st December, 1879; election of Directors and Auditors; and declaration of Dividends for the year, 1879.

By Order of the Court of Directors, J. KENNARD DAVIS, Acting Secretary.

Shanghai, 7th April, 1880. ap19

NORTH CHINA INSURANCE COMPANY.

THE Transfer BOOKS of this Company will remain CLOSED from this Date until the 30th Instant, inclusive.

By Order of the Court of Directors, J. KENNARD DAVIS, Acting Secretary.

Shanghai, 7th April, 1880. ap19

DYNAMITE, FUSES, DETONATORS, &c. FROM NOBEL'S EXPLOSIVES CO., LIMITED, Glasgow, can be had in any Quantity on application to THE BORNEO CO., Ltd., Agents.
Hongkong, March 8, 1880. 3m81

Intimations.

NOTICE.

In the Matter of the SHANGHAI FIRE INSURANCE COMPANY, LIMITED.

IN LIQUIDATION.

NOTICE is hereby given, that at an Extraordinary Meeting of the SHAREHOLDERS of the above Company, held at the Head Office, Nos. 8 and 9, Praya West, Victoria, in the Island of Hongkong, on the 17th day of December, 1879, it was resolved to dissolve and wind up the said Company, and that all outstanding Policies should be redeemed. Such outstanding Policies having now been redeemed, all Persons having any CLAIM against the above Company are hereby requested to forward full Particulars thereof to the Liquidators of the said Company on or before the 10th day of May next, after which date a General Distribution of the Assets will take place, and no Claim will be admitted thereafter.

Dated the 25th day of March, 1880. BRERETON and WOTTON, 29, Queen's Road, Hongkong, Solicitors for the SHANGHAI FIRE INSURANCE COMPANY, LTD.

NOTICE.

OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY, IN LIQUIDATION.

Shanghai, 1st April, 1880.

A TWELFTH RETURN OF CAPITAL AND ACCUMULATIONS at the Rate of THREE POUNDS, TWO MACE AND FIVE CANDAREENS (The 3.25 per SHARE, will be made to the Shareholders of Record on 2nd April, Payable at the Office of the Liquidators, on FRIDAY, 9th April.

Warrants will be delivered by the Liquidators to Shareholders, or their lawful representatives, on presentation of Share Certificates for Endorsement.

The Transfer BOOKS of the Company will be CLOSED from the 2nd to the 9th April, inclusive.

By Order, RUSSELL & Co., Liquidators.

THE COSMOPOLITAN DOCK COMPANY, LIMITED.

REGISTERED UNDER THE COMPANIES' ACT OF 1865, AND THE COMPANIES' ORDINANCE 1877.

CAPITAL \$500,000, DIVIDED INTO 5,000 SHARES OF \$100 EACH FULLY PAID UP.

General Agents, Messrs RUSSELL & Co.

Directors, WILLIAM HOWELL FORBES, Esq., J. A. DUNN, Esq., KWOK ACHONG, Esq., C. VINCENT SMITH, Esq.

BANKERS, THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

SOLICITORS, Messrs BRERETON and WOTTON.

This Company has been formed for the purpose of acquiring the Dock and the COSMOPOLITAN DOCK, their Dock and the Ground and Premises belonging thereto, with the Plant, Machinery, and Stock-in-Trade of the parties aforesaid, and the Business and Goodwill thereof, and of carrying on the Business of Shipwrights and Engineers in the Colony of Hongkong.

For this purpose an absolute assignment dated the 31st day of January, 1880, has been entered into by Messrs WILLIAM HOWELL FORBES, FRANK BLACKWELL FORBES, SAMUEL WYLLIES FORBES, JUNIOR, JOHN MURRAY FORBES, JUNIOR, FRANKIE DELANO HAYES, HANSON COOTNEY FORBES, and CHARLES VINCENT SMITH, Merchants, trading as RUSSELL & Co., as Trustees of WILLIAM BOLTON SPRATT, ANDREW JOHNSTON, and NELSON SPRATT, the owners of the said COSMOPOLITAN DOCK, with Messrs KWOK ACHONG, WILLIAM HOWELL FORBES, CHARLES VINCENT SMITH, and JOHN ANTONIO BERNARDINI, Directors of the said Company, for the purchase of all the premises mentioned, without further confirmation, for the price or sum of \$500,000, subject to the condition that if the Stock-in-Trade consisting of Wood and Iron be not valued by a competent valuator at a sum not less than \$100,000, the said sum of \$500,000 shall abate accordingly.

The COSMOPOLITAN Dock is of sufficient dimensions to dock the largest Vessels afloat; it and the Plant and Machinery belonging thereto are now in perfect order. The Business of Building, Docking, Making, and Repairing Vessels is in full operation, so that the Company can at once enter upon active business, which it is expected will be highly remunerative.

The Business of the Company will be conducted by Messrs RUSSELL & Co., as General Agents, assisted by a Board of Directors.

About Four Thousand Shares have been already taken up, and it is intended that the Capital will be called up as follows:—\$75 per share on allotment, \$25 per share on the 1st day of May, 1880.

All unpaid Capital after that date shall bear interest at 12 per cent. per annum.

Application for Shares, which shall be in the annexed form, will be received by the Agents, up to the 15th day of April, 1880.

THE COSMOPOLITAN DOCK COMPANY, LIMITED.

To Messrs RUSSELL & Co., General Agents.

GENTLEMEN, I hereby request that you will allot Shares in the above Company, and agree to accept such Shares, or any less number you may allot, and to pay the first Call of \$75 per share on allotment, and the second Call of \$25 per share on the 1st day of May, 1880, and to subscribe the Articles of Association when required to do so.

Yours obedient Servant, N.B.—Blank Form of Application for Shares may be had at the Office of the General Agents.

Intimations.

NOTICE.

THE Annual General Meeting of the MEMBERS of the HONGKONG CLUB will take place at the Club House on WEDNESDAY, the 21st Instant, at 4.30 p.m.

An Extraordinary General Meeting will be held immediately afterwards in compliance with the Terms of a Notice posted in the Hall of the Club.

By Order, EDWARD BEART, Secretary.
Hongkong, April 13, 1880. ap21

HONGKONG WHARF & GODOWNS.

GOODS RECEIVED ON STORAGE at Moderate Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged alongside the Wharf, on favorable Terms, with quick despatch. Also entire Godowns to be let.

MEYER & Co.
Hongkong, April 1, 1880. my1

NEWS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely printed matter.

THIS Mail Summary is compiled from the Daily China Mail, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collected from the journals published at the various ports in those Countries.

Subscription, 50 cents per Copy (postage paid 50 cents.) \$12 per annum (postage paid \$13.50.)

Orders should be sent to GEO. MURRAY & Co., China Mail Office, 2, Wyndham Street, not later than noon of the day the English Mail Steamer leaves.

Terms of Advertising, same as in Daily China Mail.

FREDERIC ALGAR, COLONIAL NEWSPAPER & COMMISSION AGENT, 11, Clement's Lane, Lombard Street, LONDON.

troops of Christy's who could raise a considerable sum to be sent home for the benefit of the distressed. The Army and Navy combined, a grand treat might be arranged worthy of the City Hall (which the Committee might be prevailed upon to grant at a nominal price, considering the charitable nature of the entertainment) and worthy also of a large attendance of the public.

On a subject on which the papers to hand by this mail throw some light is the probable date by which the elections will be concluded. Parliament, as we know, was dissolved on the 24th by Royal proclamation, in which it was announced that orders have been given for the issue of writs. These writs are returnable in thirty-five days after the date of proclamation. The writs, we have since learned by telegraph, were issued the same day. They would thus be in the hands of the returning officers by the 25th or 26th inst. The Parliamentary Elections Act requires that in counties and district boroughs notice shall be given of the day of election within two days after the receipt of the writ, and if the seat be contested, the poll must be taken at an interval of not less than two nor more than six clear days after that fixed for the election. In boroughs not being district boroughs, the returning officer must give notice of the election on the day after the writ arrives; and must fix it for not later than the fourth day after receipt of the writ, the poll being taken not more than three clear days after the day appointed for the election. Assuming, therefore, that the majority of the writs will reach the respective returning officers by the 25th, the borough elections in these cases must have been appointed at the latest for the 31st, as the 26th, being Good Friday, was a *die non*. The earliest possible day on which a poll could be taken was Easter Monday, the 29th, and as we had on April 2nd 29th elected, it is reasonable to believe that either there must have been a good many uncontested elections or the election work must have been fast and furious. It is amusing at this distance of time to read the various forecasts. We read:—

Approximate results of the election are being tabulated by both parties. The Ministerialists believe that they will again come back with a fair working majority, with little or no diminution in their forces. The Liberals are equally sanguine, and reckon upon winning at least thirty seats in England, Wales, and Scotland.

The London correspondent of the *Ceylon Observer*, who spins a good many yarns with very little foundation of fact in them, has the following paragraph respecting mail services with the East:—

The postal authorities, it is said, are desirous of bringing the Ceylon and Indian mail services into the same condition of exact punctuality as characterizes the ordinary postal deliveries, and they have therefore issued instructions to the P. and O. Company and other mail carrying companies that for the future their boats are only to enter harbor upon the day appointed. In no case are they, except under most exceptional circumstances, to make earlier arrivals. This order has been given, I am informed, in order that the day of delivery in London may always be upon a Wednesday, so as to eliminate the quantity of uncertainty as to the day upon which recipients may expect their Indian letters. I cannot vouch for the correctness of this information, but I believe it to be the case that such a resolution has been come to and order given. It will doubtless be satisfactory to most home residents, but I can understand how passengers from the East will chafe, if when within sight of the long desired port of arrival, the vessel conveying them has to stand off until she is due by her contract time. It might well be, however, that in such cases passengers would be landed, but the mails not be despatched until the following hour.

We fancy that under the new contract there probably will not be much time to "stand off and on" at any port. Probably the sum and substance of this valuable item in our contemporary's columns is that the commanders have been instructed to aim at punctuality rather than at crack passages. Startling runs are, in the long run, a nuisance; punctuality all round is far better. Hence probably a general order "Don't get in before your time," but nobody would take this to apply to hours. The idiosyncy of the suggestion that on landing passengers the mails be kept back could scarcely be exceeded.

Waiting on the 2nd instant, the *Strait Times*, remarking on the thirteenth anniversary of the transfer of these settlements from the Indian Government to Colonial rule, says:—

The Colony has progressed in its trade and revenue beyond all expectation and the few entertained by the Colonial Office that the Colony would not be self-supporting but prove a burden to the mother country has turned out to be entirely without foundation. To show this, we set before you the revenue and expenditure for the years 1868 and 1879:—

Revenue.....\$1,501,448
Expenditure.....\$1,197,177
As to the trade of the Colony the value of the imports and exports has been steadily increasing. In 1879, the value of the imports was \$1,501,448, and of the exports \$1,197,177.

Referring to the hanging of the Governor, our contemporary thus describes Sir Harry Ord: "the cap would fit another head fairly well."

The Colony was most unkindly in its first Governor under the Colonial regime; in the person of Sir Harry Ord, a clever man, but whose arrogant conduct and self-will set the whole community against him from the day he landed till he left, unregretted after seven long years of a rule which was a continuous wrangle between him and the community and to himself.

The British steamer *Banca*, arrived at Singapore April 6th, reports having picked up, off Loepara Islands, and towed to shore the disabled brig *St. George*, the Captain of which had committed suicide.

Tax prisoner Bachelus, who was convicted at Shanghai two years ago and sentenced to two years' imprisonment for stabbing the mate of the brig *Maid Marion* at Pagoda Anchorage, on 20th January, 1878, was deported in the *Lombardy* on the 12th by order of the Supreme Court.

THE overland journey from China to Hongkong has again been accomplished, this time by two Austrian travellers, M. Lotz and Lieutenant Krieger, of the Austrian army. These gentlemen started from Shanghai and have arrived at Hongkong. A third member of the party is in the neighbourhood of Shamo, having stayed there to get a little shooting. The travellers had passports and letters from Peking, and were able, it is said, to perform the journey in comfort.

Mr Frederick Harrison, in a recent number of the *Fortnightly*, urges that the names of Confucius, Buddha, Mahomed, Zoroaster, of the "theocrats of Tibet and Japan," and of other sacred heroes, should be read round Christian altars. "Then, and not till then, can the Christian religion pretend to the name of Catholic." But, suggests a contemporary, "the names of some of the theocrats of Tibet—Dro Dun Grub Pa, and Nag Bang Lobang Jamton, for instance—would sound strange to alien ears, especially if said or sung in churches."

H. M. THORNTON, Tyne, Commander John E. Stokes, from Hongkong and Singapore, with Naval and Military (27th and 3rd Regts. R.A. etc.) time-expired men, invalids and prisoners for England, arrived at Trincomalee, 14th ultimo, left on the 17th after calling and taking in about 250 tons of coals and commencing General and Ordnance Stores. The Tyne takes away one sergeant, one corporal, and forty men, (two women and three children), time-expired, for transfer to army reserve, invalids, and prisoners, 102nd R. M. F., and twelve men of the Royal Artillery, to be sent to the depot at home between two and three hundred tons of stores.

A LETTER published in the local *Times* under the Right Rev. Dr. Gamier, Roman Catholic Vicar Apostolic for Singapore, to a General Meeting being held in the Exchange on Friday the 2nd instant, for the purpose of considering what steps should be taken with the object of assisting the Relief Fund at home. The meeting was well attended, and the Chief Justice, Sir Thomas Sidgreaves, occupied the chair. The result was that the following representative Committee was appointed to collect subscriptions:—Bishop Gamier, the Chief Justice, the Colonial Secretary, the Hon. R. Campbell, Messrs L. J. R. (Jas. G. J. Mansfield, Koh Cheung Hoi and Tan Beng Swee.

WITH regard to Lord Derby's recent speech on Thrift and Savings Banks, to which we recently referred, in which his Lordship suggested that the working classes should be enabled to purchase and hold small sums in Government Stocks, we note the following comments in the *Economist*:—

The more extended holding of the Government securities, while benefiting the investors would add to the stability of our social system by increasing it. We see how much has been done in this direction in France, and it is now announced that the German Government has resolved to adopt the French system of the *Grand Livre de Trésor Public* in order to afford small depositors an opportunity of making investments. Similar facilities for the purchase of small amounts of Government bonds and securities, with coupons attached, offered here, there can be no doubt they would be largely taken advantage of, and the co-operation of the Savings Banks in this work rather than extension of their limit of deposits, is what we should seek to obtain.

Our readers know, a move in this direction has already been made by the Indian Government in its recently revised regulations for Savings Banks in this country.

THE following notes from *Nature* are fuller than any we have seen in the other English papers concerning the movements and intentions of our recent honourees:—

The steamship *Fogo* reached Naples at 1.30 p.m. on Saturday, the 14th February. Prof. Nordenskjöld and his staff received a warm reception from representatives of the Italian and Swedish Governments. Professor Nordenskjöld has been made a member of the Order of the Crown of Italy. On Monday the explorers were entertained at a grand banquet. The French Institute will hold its annual meeting on March 1st, under the presidency of M. Daubrée, who will deliver an inaugural address, the subject being Professor Nordenskjöld's expedition. It is expected that the professor will land in France on that day. He will stop at Marseilles and Lyons, where he will be received by the local Geographical Societies and authorities. The Paris Geographical Society will send a delegation to meet him on the evening of the 1st. It is expected that Professor Nordenskjöld will reach London in about a month's time, but his present intention is not to give a public address. He does not feel himself sufficiently master of English for this purpose, and moreover, as the morning of his arrival is uncertain, he has an aversion to "starring." The botanist and zoologist of the expedition will go overland, visiting all the museums with artistic collections and will join the *Fogo* at Copenhagen.

LATE TELEGRAMS FROM AFGHANISTAN.

The following important telegrams have not yet been published here:—

Cabul, March 17.—General Hugh Gough has been notified in the brigadier's office of the Cavalry Brigade.

Second Lieutenant Thurlow, of the 51st Foot, was not shot in the stomach, as reported, but was shot in the head. He was killed on Monday for the *first*. A volley was fired by a party of men concealed in the rocks. Thurlow was killed, and Reid, who found himself confronted by 20 or 30 men, had to take to his heels, and search party found Thurlow's body on the road. The murder is supposed to have been committed by a wandering band of robbers.

The 27th Punjab Native Infantry has been ordered up to Shergarh.

Shahabad, March 17.—The trial of Ismail Khan, the Dabul Jomadar, and other Ramooshe Naks, who promised Wazir 1,500 fighting men, and were arrested by

Syed Abdul Hak, Police Commissioner to His Highness the Nizam at his own personal risk, was committed to Major Dobb and the Coochiburg Commissioner. Ismail Khan has been sentenced to seven years' rigorous imprisonment, and two others to eighteen months and one year, respectively. The Patel and Pathwar were fined. The rest have been acquitted for want of evidence. The prosecution was ably conducted by Major Daniel and Syed Abdul Hak. The prisoners were defended by Counsel.

Bombay, March 24.—The Bombay promoters of the Fawcett Memorial Fund transmit the first instalment of Rs. 2,000 towards the expense of his election.

Police Intelligence.
(Before C. F. V. O'Connell, Esq.)
Friday, April 16.

DEBUNK AND DISORDERLIES.
Thomas Brown, a seaman on board the British steamer *Nizam*, was charged with being drunk and disorderly in the public streets yesterday evening. Defendant admitted being drunk but did not recollect anything about it. Fined £2, in default, payment, ten days' imprisonment with hard labour.

Richard Williams, a seaman unemployed, also admitted being drunk and incapable in the public streets last night. He was fined half a dollar, in default, six hours' imprisonment with hard labour.

Two Chinese were also charged with being drunk and creating a disturbance. One man was fined half a dollar, in default, one day's imprisonment; the other, whose case was more aggravated, was fined \$1, in default two days' imprisonment. He was further ordered to pay half a dollar towards the cost of an Indian Constable's coat, in default, one day's further imprisonment.

NO LIGHT OR PAIR.
Ng Ashui, a coolie, was charged with being in the Battery Road between 10 and 11 o'clock last night without either a light or a pair.

Defendant admitted the charge and said he was living in an opium house, but he did not care to go to the hospital but would like to be sent to his native place, San Uy.

Defendant was discharged and his passage to San Uy ordered to be defrayed from the poor box.

ABANDONING IN THE HARBOUR.
Sun Agan, Sun Ahop, Sun Akai, and Sun Ahn, were charged with abandoning a passenger boat plying in this harbour. On the afternoon in question he was plying towards the Battery Road, and was reported committing an assault on one Shik Sam Pan, another seaman, on the afternoon of the 14th instant.

The complainant said he is the owner of a passenger boat plying in this harbour. On the afternoon in question he was plying towards the Battery Road, and was reported committing an assault on one Shik Sam Pan, another seaman, on the afternoon of the 14th instant.

The complainant said he is the owner of a passenger boat plying in this harbour. On the afternoon in question he was plying towards the Battery Road, and was reported committing an assault on one Shik Sam Pan, another seaman, on the afternoon of the 14th instant.

The complainant said he is the owner of a passenger boat plying in this harbour. On the afternoon in question he was plying towards the Battery Road, and was reported committing an assault on one Shik Sam Pan, another seaman, on the afternoon of the 14th instant.

The complainant said he is the owner of a passenger boat plying in this harbour. On the afternoon in question he was plying towards the Battery Road, and was reported committing an assault on one Shik Sam Pan, another seaman, on the afternoon of the 14th instant.

The complainant said he is the owner of a passenger boat plying in this harbour. On the afternoon in question he was plying towards the Battery Road, and was reported committing an assault on one Shik Sam Pan, another seaman, on the afternoon of the 14th instant.

The complainant said he is the owner of a passenger boat plying in this harbour. On the afternoon in question he was plying towards the Battery Road, and was reported committing an assault on one Shik Sam Pan, another seaman, on the afternoon of the 14th instant.

The complainant said he is the owner of a passenger boat plying in this harbour. On the afternoon in question he was plying towards the Battery Road, and was reported committing an assault on one Shik Sam Pan, another seaman, on the afternoon of the 14th instant.

The complainant said he is the owner of a passenger boat plying in this harbour. On the afternoon in question he was plying towards the Battery Road, and was reported committing an assault on one Shik Sam Pan, another seaman, on the afternoon of the 14th instant.

The complainant said he is the owner of a passenger boat plying in this harbour. On the afternoon in question he was plying towards the Battery Road, and was reported committing an assault on one Shik Sam Pan, another seaman, on the afternoon of the 14th instant.

The complainant said he is the owner of a passenger boat plying in this harbour. On the afternoon in question he was plying towards the Battery Road, and was reported committing an assault on one Shik Sam Pan, another seaman, on the afternoon of the 14th instant.

The complainant said he is the owner of a passenger boat plying in this harbour. On the afternoon in question he was plying towards the Battery Road, and was reported committing an assault on one Shik Sam Pan, another seaman, on the afternoon of the 14th instant.

THE ROBBERY ON BOARD THE S.S. "YOT SAI".
COMMUNAL OF THE PRISONERS FOR TRIAL.
This case, in which Fan Awing and An Ayan are charged with being concerned in the robbery of \$1038.50 from the steamer ship *Yot Sai* on the 23rd ult., was again before the Court to-day.

Li Awing, the manager of a money changer's shop in Macao, said his firm sends money to their agents in Hongkong every month. They have never sent less than \$400. On the 23rd ultimo he weighed out 2000 taels of chopped dollars and saw each dollar marked with the character "Chin," the mark of the firm. The dollars were weighed out by his own hand and he saw them properly packed, the box locked and covered with paper before it went away. It was taken on board the steamer at 9 a.m. The paper was not torn, as it is now, when it left his hands. On being taken on board the box was lowered into the hold by means of tackle, and the first prisoner, who was there for the purpose, received it.

Tam Ki Wan, the Hongkong Agent, proved receiving two letters on the 23rd March last, one from the post containing the key of the box, the other from the comprador of the ship. Both letters advised him that 2,000 Tls. had been assigned to his firm by the *Yot Sai*. No dispute about the contents of any of the boxes and never occurred between the two firms. When the money on this occasion was counted it was found to be deficient by 747 Tls. and 7 mao.

The prisoners reserved their defence and were both committed for trial at the Criminal Sessions of the Supreme Court.

Marine Court.
(Before Capt. H. G. Thomsett, R.N., the Harbour Master, &c.)
Friday, April 16.

STEALING SHIP STORES.
Cheung Aitai, a baker on board the British steamer *Malacca*, was charged with stealing ship stores from the said ship while lying in the harbour of Victoria on the 15th instant.

Mina Persino, a quarter master on board, said that yesterday he was on watch between 4 and 8 p.m. He saw defendant on the foremast with a bag in his hand. He refused to open it when told to do so. The bag was taken from him and it was found to contain 8 balls of soap, inside a pair of Chinese trousers there was 20 lbs. of flour, and about 8 lbs. of dripping.

W. A. Seaton, the master of the *Malacca*, said he ordered the bag to be searched and it was found the articles enumerated by last witness.

Morris E. Gregory, the Chief Steward, identified the several articles as belonging to the ship.

Defendant said the flour was his own and the other things belonged to a friend of his in Yokohama, who gave them to him as samples of things to buy here.

Sentence.—Twelve weeks' imprisonment with hard labour.

EMIGRATION FROM CANTON.
THE "PERUSIA" FIASCO.
Commissioner Cartwright, in his report on the trade of Canton for the year 1878, thus speaks of the Peruvian emigration scheme that proved so signal a failure at the provincial city during that year:—

While the Australian colonies are following the example of California in demanding that legislative measures be taken to restrict the immigration of Chinese, the attention of the Chinese authorities of this province was occupied during the months of May and June by an attempt to re-open the emigration of Chinese labourers to Peru, formerly carried on from Macao. Some time in 1877, an American firm, Messrs Olyphant & Co., had entered into a contract with the Peruvian Government to run a line of large steamers between Peru and China for the conveyance of mails, passengers and cargo. The object of the Peruvian Government in establishing this new line was to afford facilities for the importation of Chinese labour into Peru, where it was urgently needed to develop the agricultural resources of the country, and more particularly for the cultivation of the sugar fields. Messrs Olyphant & Co.'s contract was to cover a period of five years, during which they were to receive an annual subsidy of \$160,000 and certain concessions in connection with the sale of what are known as "Nitrites." In return, their steamers were to make 28 trips a year between China and Peru, calling at the Sandwich Islands, where Chinese labour is also required, *en route*, and importing not less than 500 Chinese labourers each trip. It was originally intended that the steamers should start from the British colony of Hongkong, and the first steamer of the new line arrived there on the 24th November 1877. She belonged formerly to the P. & O. Company, and was entered as the British steamer *Veneta* from London, but on the 15th December her flag and name were changed, and she became the Belgian steamer *Perusia* of Antwerp. Application was made in due course to the Hongkong Government for permission to embark Chinese passengers by the company's steamers for Peru and the Sandwich Islands, and it was asked that the same facilities might be extended to them as were allowed to the American mail steamers in the shipment of Chinese passengers to San Francisco. This, however, was refused by the Hongkong Government, and acting under stringent orders from home, Messrs Olyphant & Co. were notified that not only would no Chinese passengers be allowed to embark in the *Perusia* for the Sandwich Islands or Peru, but that they would be required to give a bond that the fitting which were being put up in the *Perusia* should not be used for the conveyance of passengers to Peru from any port in China. This settled the question as far as Hongkong was concerned, and the *Perusia* left on her first trip for Callao without passengers. Shortly afterwards an English vessel, the *Charley Oak*, was refused permission to embark passengers from Hongkong for Honolulu.

It was then decided by the agents that on the return voyage the *Perusia* should come to Canton to embark her passengers,

and accordingly, early in the year, the U. S. Consul informed the Governor General of the Two Kwangs of the establishment of the new line between Canton and Callao, stating that the steamers would take passengers and cargo like any other steamers, and that on their return voyage to China they would bring back at the expense of the Peruvian Government any Chinese who were entitled to repatriation under the terms of the Peruvian Treaty. This passenger emigration was to be carried on in conformity with the stipulations of that Treaty, the 6th Article of which reads as follows in the English version:—"The Republic of Peru and the Empire of China cordially recognize the inherent and inalienable right of man to change his home. Their citizens and subjects respectively may consequently go freely from the one country to the other for the purpose of residence, trade, labour, or as permanent residents. The high contracting parties therefore agree that the citizens and subjects of both countries shall only emigrate with their free and voluntary consent, and join in repatriating any other than a free and voluntary emigration for the said purposes, and every act of violence or fraud that may be employed in Macao or the ports of China to carry away Chinese subjects." The Chinese version says that "methods for collecting emigrants of whatever kind are not allowed." At the Consul's request, the District Magistrate was directed to prepare a proclamation in this sense. Special prominence was given to that part of the scheme which secured the return of Chinese from Peru, and it was added that, as passengers would doubtless embark in these steamers for Peru on the return voyage, special precautions were to be taken to guard against their being induced to go on board by fraudulent means. Two officers were deputed by the Governor General to see that these provisions were carried out.

The *Perusia* arrived at Whampoa, the port of Canton, situated on the river twelve miles below the city, on the 4th May, on her return from Peru. About the same time, Messrs Olyphant & Co. opened two agencies in the suburbs of the city, under Chinese names, where intending passengers for Peru were to be lodged and fed until the time came for the steamer to sail. The Chinese authorities were not informed of the opening of these houses, and when it was found that a lot of destitute people were being collected together by Chinese brokers and brought there, the suspicions of the neighbourhood were excited, and numerous petitions on the subject were presented to the Governor General. As the opening of these houses without the sanction of the local authorities was clearly illegal, and as all practices connected with the employment of agents were placed under very stringent regulations by the Emigration Rules of 1866, the Governor General at once ordered that the agencies should be closed, and that all Chinese found therein should be arrested and examined. This was done on the 10th May. It was elicited at the examination that the agents employed were to receive so much per head for each coolie brought in; that the coolies were to be provided with lodging and food until they were embarked; that they were each to receive a suit of clothes; and finally were to be provided with passages to Peru. The whole of these advantages estimated at \$90 (\$80 of which represented the passage money) were to be refunded by the emigrant to Messrs Olyphant & Co. out of his earnings in Peru. The passage ticket in English and Chinese—contained an acknowledgment by Messrs Olyphant & Co. that the passage money had been received, and a certificate signed and sealed by a notary public, that the amount had been paid. The cost of this formality formed part of the obligation undertaken by the emigrant for future liquidation.

These facts being ascertained, it could no longer be doubted that these coolies were not *bona fide* passengers, wishing to take advantage of the establishment of a line of mail steamers to proceed to Peru in an ordinary way. It was evident that Messrs Olyphant & Co. were engaged in a scheme of coolie emigration, which in China is very wisely placed under very stringent regulations, and which, besides, as agents of the Peruvian Government, they had no right to embark in, as Peru had expressly agreed in the Treaty recently concluded to give up such emigration for the future. So when an application was made by Messrs Olyphant & Co. on the 24th May to ship "1,000 steamers, or dock passengers," by the *Perusia*, the Governor General refused to allow it.

These facts being ascertained, it could no longer be doubted that these coolies were not *bona fide* passengers, wishing to take advantage of the establishment of a line of mail steamers to proceed to Peru in an ordinary way. It was evident that Messrs Olyphant & Co. were engaged in a scheme of coolie emigration, which in China is very wisely placed under very stringent regulations, and which, besides, as agents of the Peruvian Government, they had no right to embark in, as Peru had expressly agreed in the Treaty recently concluded to give up such emigration for the future. So when an application was made by Messrs Olyphant & Co. on the 24th May to ship "1,000 steamers, or dock passengers," by the *Perusia*, the Governor General refused to allow it.

These facts being ascertained, it could no longer be doubted that these coolies were not *bona fide* passengers, wishing to take advantage of the establishment of a line of mail steamers to proceed to Peru in an ordinary way. It was evident that Messrs Olyphant & Co. were engaged in a scheme of coolie emigration, which in China is very wisely placed under very stringent regulations, and which, besides, as agents of the Peruvian Government, they had no right to embark in, as Peru had expressly agreed in the Treaty recently concluded to give up such emigration for the future. So when an application was made by Messrs Olyphant & Co. on the 24th May to ship "1,000 steamers, or dock passengers," by the *Perusia*, the Governor General refused to allow it.

These facts being ascertained, it could no longer be doubted that these coolies were not *bona fide* passengers, wishing to take advantage of the establishment of a line of mail steamers to proceed to Peru in an ordinary way. It was evident that Messrs Olyphant & Co. were engaged in a scheme of coolie emigration, which in China is very wisely placed under very stringent regulations, and which, besides, as agents of the Peruvian Government, they had no right to embark in, as Peru had expressly agreed in the Treaty recently concluded to give up such emigration for the future. So when an application was made by Messrs Olyphant & Co. on the 24th May to ship "1,000 steamers, or dock passengers," by the *Perusia*, the Governor General refused to allow it.

These facts being ascertained, it could no longer be doubted that these coolies were not *bona fide* passengers, wishing to take advantage of the establishment of a line of mail steamers to proceed to Peru in an ordinary way. It was evident that Messrs Olyphant & Co. were engaged in a scheme of coolie emigration, which in China is very wisely placed under very stringent regulations, and which, besides, as agents of the Peruvian Government, they had no right to embark in, as Peru had expressly agreed in the Treaty recently concluded to give up such emigration for the future. So when an application was made by Messrs Olyphant & Co. on the 24th May to ship "1,000 steamers, or dock passengers," by the *Perusia*, the Governor General refused to allow it.

These facts being ascertained, it could no longer be doubted that these coolies were not *bona fide* passengers, wishing to take advantage of the establishment of a line of mail steamers to proceed to Peru in an ordinary way. It was evident that Messrs Olyphant & Co. were engaged in a scheme of coolie emigration, which in China is very wisely placed under very stringent regulations, and which, besides, as agents of the Peruvian Government, they had no right to embark in, as Peru had expressly agreed in the Treaty recently concluded to give up such emigration for the future. So when an application was made by Messrs Olyphant & Co. on the 24th May to ship "1,000 steamers, or dock passengers," by the *Perusia*, the Governor General refused to allow it.

These facts being ascertained, it could no longer be doubted that these coolies were not *bona fide* passengers, wishing to take advantage of the establishment of a line of mail steamers to proceed to Peru in an ordinary way. It was evident that Messrs Olyphant & Co. were engaged in a scheme of coolie emigration, which in China is very wisely placed under very stringent regulations, and which, besides, as agents of the Peruvian Government, they had no right to embark in, as Peru had expressly agreed in the Treaty recently concluded to give up such emigration for the future. So when an application was made by Messrs Olyphant & Co. on the 24th May to ship "1,000 steamers, or dock passengers," by the *Perusia*, the Governor General refused to allow it.

These facts being ascertained, it could no longer be doubted that these coolies were not *bona fide* passengers, wishing to take advantage of the establishment of a line of mail steamers to proceed to Peru in an ordinary way. It was evident that Messrs Olyphant & Co. were engaged in a scheme of coolie emigration, which in China is very wisely placed under very stringent regulations, and which, besides, as agents of the Peruvian Government, they had no right to embark in, as Peru had expressly agreed in the Treaty recently concluded to give up such emigration for the future. So when an application was made by Messrs Olyphant & Co. on the 24th May to ship "1,000 steamers, or dock passengers," by the *Perusia*, the Governor General refused to allow it.

These facts being ascertained, it could no longer be doubted that these coolies were not *bona fide* passengers, wishing to take advantage of the establishment of a line of mail steamers to proceed to Peru in an ordinary way. It was evident that Messrs Olyphant & Co. were engaged in a scheme of coolie emigration, which in China is very wisely placed under very stringent regulations, and which, besides, as agents of the Peruvian Government, they had no right to embark in, as Peru had expressly agreed in the Treaty recently concluded to give up such emigration for the future. So when an application was made by Messrs Olyphant & Co. on the 24th May to ship "1,000 steamers, or dock passengers," by the *Perusia*, the Governor General refused to allow it.

These facts being ascertained, it could no longer be doubted that these coolies were not *bona fide* passengers, wishing to take advantage of the establishment of a line of mail steamers to proceed to Peru in an ordinary way. It was evident that Messrs Olyphant & Co. were engaged in a scheme of coolie emigration, which in China is very wisely placed under very stringent regulations, and which, besides, as agents of the Peruvian Government, they had no right to embark in, as Peru had expressly agreed in the Treaty recently concluded to give up such emigration for the future. So when an application was made by Messrs Olyphant & Co. on the 24th May to ship "1,000 steamers, or dock passengers," by the *Perusia*, the Governor General refused to allow it.

These facts being ascertained, it could no longer be doubted that these coolies were not *bona fide* passengers, wishing to take advantage of the establishment of a line of mail steamers to proceed to Peru in an ordinary way. It was evident that Messrs Olyphant & Co. were engaged in a scheme of coolie emigration, which in China is very wisely placed under very stringent regulations, and which, besides, as agents of the Peruvian Government, they had no right to embark in, as Peru had expressly agreed in the Treaty recently concluded to give up such emigration for the future. So when an application was made by Messrs Olyphant & Co. on the 24th May to ship "1,000 steamers, or dock passengers," by the *Perusia*, the Governor General refused to allow it.

These facts being ascertained, it could no longer be doubted that these coolies were not *bona fide* passengers, wishing to take advantage of the establishment of a line of mail steamers to proceed to Peru in an ordinary way. It was evident that Messrs Olyphant & Co. were engaged in a scheme of coolie emigration, which in China is very wisely placed under very stringent regulations, and which, besides, as agents of the Peruvian Government, they had no right to embark in, as Peru had expressly agreed in the Treaty recently concluded to give up such emigration for the future. So when an application was made by Messrs Olyphant & Co. on the 24th May to ship "1,000 steamers, or dock passengers," by the *Perusia*, the Governor General refused to allow it.

These facts being ascertained, it could no longer be doubted that these coolies were not *bona fide* passengers, wishing to take advantage of the establishment of a line of mail steamers to proceed to Peru in an ordinary way. It was evident that Messrs Olyphant & Co. were engaged in a scheme of coolie emigration, which in China is very wisely placed under very stringent regulations, and which, besides, as agents of the Peruvian Government, they had no right to embark in, as Peru had expressly agreed in the Treaty recently concluded to give up such emigration for the future. So when an application was made by Messrs Olyphant & Co. on the 24th May to ship "1,000 steamers, or dock passengers," by the *Perusia*, the Governor General refused to allow it.

These facts being ascertained, it could no longer be doubted that these coolies were not *bona fide* passengers, wishing to take advantage of the establishment of a line of mail steamers to proceed to Peru in an ordinary way. It was evident that Messrs Olyphant & Co. were engaged in a scheme of coolie emigration, which in China is very wisely placed under very stringent regulations, and which, besides, as agents of the Peruvian Government, they had no right to embark in, as Peru had expressly agreed in the Treaty recently concluded to give up such emigration for the future. So when an application was made by Messrs Olyphant & Co. on the 24th May to ship "1,000 steamers, or dock passengers," by the *Perusia*, the Governor General refused to allow it.

These facts being ascertained, it could no longer be doubted that these coolies were not *bona fide* passengers, wishing to take advantage of the establishment of a line of mail steamers to proceed to Peru in an ordinary way. It was evident that Messrs Olyphant & Co. were engaged in a scheme of coolie emigration, which in China is very wisely placed under very stringent regulations, and which, besides, as agents of the Peruvian Government, they had no right to embark in, as Peru had expressly agreed in the Treaty recently concluded to give up such emigration for the future. So when an application was made by Messrs Olyphant & Co. on the 24th May to ship "1,000 steamers, or dock passengers," by the *Perusia*, the Governor General refused to allow it.

These facts being ascertained, it could no longer be doubted that these coolies were not *bona fide* passengers, wishing to take advantage of the establishment of a line of mail steamers to proceed to Peru in an ordinary way. It was evident that Messrs Olyphant & Co. were engaged in a scheme of coolie emigration, which in China is very wisely placed under very stringent regulations, and which, besides, as agents of the Peruvian Government, they had no right to embark in, as Peru had expressly agreed in the Treaty recently concluded to give up such emigration for the future. So when an application was made by Messrs Olyphant & Co. on the 24th May to ship "1,000 steamers, or dock passengers," by the *Perusia*, the Governor General refused to allow it.

These facts being ascertained, it could no longer be doubted that these coolies were not *bona fide* passengers, wishing to take advantage of the establishment of a line of mail steamers to proceed to Peru in an ordinary way. It was evident that Messrs Olyphant & Co. were engaged in a scheme of coolie emigration, which in China is very wisely placed under very stringent regulations, and which, besides, as agents of the Peruvian Government, they had no right to embark in, as Peru had expressly agreed in the Treaty recently concluded to give up such emigration for the future. So when an application was made by Messrs Olyphant & Co. on the 24th May to ship "1,000 steamers, or dock passengers," by the *Perusia*

